

6.1.1 Intent

The intent of this section is to manage vehicular access to land development, while preserving traffic flow in terms of safety, capacity, and speed. The site access approval procedures established herein are intended to balance the right of reasonable access to private property with the right of the citizens of Louisville and Jefferson County to safe and efficient travel. These regulations are intended to implement the Mobility Goals and Objectives of Cornerstone 2020, and Guideline 7 of the Plan Elements.

6.1.2 Approval Required

Construction of curb cuts or access to a public right-of-way serving any new development shall occur only after review of plans and receipt of the necessary permits from the Director of Works or the Kentucky Transportation Cabinet. All new development shall be reviewed for compliance with the Access Management Design Manual. The Director of Works may approve deviations from the Design Manual when site conditions prevent adherence to the manual, based on a determination that the deviation is in accordance with AASHTO standards and will not create a public safety hazard. Deviations from portions of the Design Manual relating to joint access and connections between adjacent uses may be approved if the Director of Works and the Planning Director jointly determine such deviations are consistent with public safety, the form district standards and the intent of the Comprehensive Plan.

In addition to new development, the following changes to existing development are subject to this Part:

- A. existing structure is replaced by new structure or improvements; or
- B. existing structure or parking lot is expanded by 20% or more beyond the size existing at the effective date of this regulation (incremental changes that cumulatively increase the size by 20% fall within the regulated activities of this paragraph); or
- C. an existing use is changed to a use for which Chapter 9 of the Land Development Code specifies a higher parking ratio.

NOTE: Refer to the Access Management Design Manual (Appendix 6A) for specific design guidance.

6.1.3 Residential Developments

When a residential subdivision is proposed that abuts an arterial or collector roadway, it shall be designed to provide lots abutting the roadway with access only from an alley, frontage road or interior local road.

Direct driveway access to individual one and two family dwellings from arterial and collector roadways are prohibited unless the Planning Commission determines, in consultation with the Director of Works, that there is no acceptable access alternative.

Developments with an aggregate of 200 or more dwellings (single family or multi-family) shall have at least two separate access roadways connecting directly to existing roadway(s). Developments created prior to the effective date of this paragraph and not in compliance with it may be modified, including construction of ancillary facilities and improvements to existing structures, provided that the modifications do not increase the number of dwelling units.

6.1.4 Corridor Access Management Overlay Zones

Segments of a roadway corridor may be designated as corridor access management zones for the purpose of applying special access management controls that exceed the requirements and standards in this part. The purpose of this designation is to avoid significant traffic congestion problems, reduce vehicular and pedestrian conflict areas, and to ensure appropriate development within the designated area in accordance with the Comprehensive Plan.

The controls in such districts are not intended to be substitute for other Land Development Code provisions but can be superimposed over such provisions and should be considered additional requirements.

Corridor access management zones shall be created in accordance with the public involvement and public hearing requirements applicable to the creation of any form district.